

OUR JOBBING DEPARTMENT  
HAVING been REPLEN-  
ISHED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES;  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

CHINA MAIL OFFICE.

# The China Mail.

Established February, 1846.

THE HONGKONG CHINESE MAIL.  
報日字華郵  
Hongkong Wa Te Yat Po.  
ISSUED DAILY.

CRUS. DR. MAY,  
Manager and Publisher.

SUBSCRIPTION:  
Five Dollars a year, delivered in Hong  
kong.   
Exports, \$1.00 per annum,  
including postage.

NO. 10,163

號四十月九年五十九百八十一英

HONGKONG, SATURDAY, SEPTEMBER 14, 1895.

日六月七七年乙

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. AUGER, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STREET & Co., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; BATES & CO., 37, Walbrook, E.C.; HENRY & CO., 190 & 194, Leadenhall Street; W. M. WILLS, 161, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street.

PARIS AND EUROPE:—MAYENCE, FAVER & Co., 18, Rue de la Grange Bâtiment.

NEW YORK.—J. STEWART HAPPE, THE CHINESE EVANGELIST OFFICE, 52, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GODWIN & GOTCH, Melbourne and Sydney.

CYTON.—W. M. SMITH & CO., THE ANTHROPOLOGISTS CO., Colorado.

SINGAPORE STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.

CHINA.—MACAO, A. A. DA CRUZ, Amoy, N. MALLS & CO., LIMITED, Foochow; HEDD & CO., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALSH, Yuhkowm, LANE, CRAWFORD & CO., and KELLY & CO.

## Notice of Firm.

### NOTICE.

M. THOS. H. REID is authorised to sign my Name in connection with the business of the "CHINA MAIL" Office.

GEO. MURRAY BAIN.

July 1, 1895. 1214

### Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.  
SUBSCRIBED.....\$1,125,000.  
PAID-UP.....\$662,600.

### Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per Annum on the Daily Balance.

ON NEW FIXED DEPOSITS:

For 12 Months.....4%

For 6 Months.....3%

For 3 Months.....2½%

Deposits Review on Old Terms.

JOHN THURBURN,

Manager, Hongkong.

Hongkong, August 2, 1895. 228

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$5,500,000.  
RESERVE LIABILITY OF.....\$10,000,000.  
PROVISIONS.....\$10,000,000.

COURT OF DIRECTORS:—

J. KRAMER, Esq.—Chairman.

HON. A. MC CONAUGHEY—Deputy Chairman.

HON. J. Bell-Irving, Esq.

G. B. Doigwell, Esq.

M. D. Ezekiel, Esq.

R. M. Grey, Esq.

Chief Manager:—

HONGKONG—T. JACKSON, Esq.

MANAGER:—

Shanghai—H. M. BEVIE, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 2% per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 2% per cent. per annum.

" 6 " " "

" 12 " " "

T. JACKSON,

Chief Manager.

Hongkong, August 10, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed in FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,

Chief Manager.

Hongkong, August 1, 1895. 1515

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£200,000

RESERVE LIABILITY OF SHARES.....£200,000

RESERVE FUND.....£325,000

INTEREST allowed on Current Account at the rate of 2% per annum on the daily balance.

On Fixed Deposits for 12 months 4%

" 6 " " 3%

" 3 " " 2½%

T. E. SANSON,

Chief Manager, Hongkong.

Hongkong, August 1, 1895. 846

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$600,000.

HEAD OFFICE—HONGKONG.

Court of Directors,

D. G. LEWIS, Esq.—Chairman.

CHAN KEE SHAN, Esq.

W. F. PLAYFAIR,

Gen. W. F. PLAYFAIR,

Interest for 12 months fixed 5%.

Hongkong, October 20, 1895. 1711

## Business Notices.

### JANE CRAWFORD & CO.

#### FOR SALE.

\$5.00 each BLACK STRUNG TENNIS BATS \$5.00 each.  
\$5.00 SPECIAL HANDLE BATS \$5.00 "  
\$5.00 FISH TAIL HANDLE BATS \$5.00 "  
\$4.00 L. C. & Co.'s SPECIAL BATS \$4.00 "  
AYRE'S CHAMPIONSHIP BALLS.  
WIMBLEDON "  
TENNIS POLES, NETS, BAT PRESSES, &c.  
FOOTBALLS, BOXING GLOVES.  
SHIN GUARDS, SINGLE STICKS.  
FENCING FOILS AND MASKS.  
FOWLING PIECES, SALOON RIFLES.  
COLT'S REVOLVERS, SMITH & WESSON'S REVOLVERS.  
MATCH RIFLES, &c., &c.

Hongkong, September 13, 1895.

### W. BREWER.

### CHEAP COMMERCIAL ENVELOPES, \$1.75 per 1000.

NEW SHIPMENT.

THE POPULAR EGYPTIAN CIGARETTES.

ENCHANTERESSE.

THE FINEST QUALITY TOBACCO IN THE MARKET.

WALTER V. BREWER,

Under Hongkong Hotel.

Hongkong, September 7, 1895. 1604

WE ARE NOW RECEIVING OUR

### NEW GOODS

FOR AUTUMN WEAR.

By each incoming Mail

Nos. 1 to 5, D'AGUILAR STREET,

And Under HONGKONG HOTEL.

1635

### "Johannis"

#### The King of Natural Table Waters.

SUPPLIED BY To HER MAJESTY

ROYAL WARRANT. THE QUEEN.

Supplied to the HOUSE OF LORDS and the

HOUSE OF COMMONS.

IN BOTTLES AND HALF-BOTTLES.

MIXES equally well with Wines, Spirits, Milk,

Fruit Syrups and Lime Juice.

SOLE AGENTS for South China and Philippines,

WATTS & CO.,

Ice House Street, Hongkong.

1121

PENINSULAR & ORIENTAL STEAM

### NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES

named:—

FOR STEAMSHIP. DATE. REMARKS.

SHANGHAI.....Ready.....About 22nd Sept.....Freight or Passage.

KOBE.....Canton.....About 23rd Sept.....Freight or Passage.

LONDON, &c.....Khedive.....Noon, 26th Sept.....See Special Advertisement.

JAPAN.....Incon.....Noon, 27th Sept.....Freight or Passage.

LONDON (Direct). Manila.....30th September.....Freight or Passage.

For further Particulars, apply to

P. & O. S. N. Co.'s Office, ALF. WOOLLEY, Acting Superintendent.

Hongkong, September 14, 1895. 1708

The Monsoon is Breaking,

and the Exodus

from the Peak will soon

commence.

THE

### HONGKONG HOTEL

is ready to receive

### ALL WHO LIKE COMFORT.

### "Aquarius."

IT is gratifying in these days of typhoid to come across a really pure and palatable Table Water. "AQUARIUS" is such and curiously enough hails from the tiny, its birth-place being Shanghai. "AQUARIUS" is so popular in China that it is proposed to open an Agency in London. We have tried it ourselves—with Whisky—and found it admirable.

SPORTING TIMES.—3rd August, 1895.

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

28, Queen's Road Central.

ASBESTOS PACKINGS to suit all Steam

Power.

Jointings for any work, however great the

pressure and temperature.

LUBRICANTS both liquid and solid.

ESTIMATES given for COVER-

DAGGER PACKING BOILERS and STEAM PIPES,

with our Patent ASBESTOS COMPOSI-

TION.

W. JACK

# THE CHINA MAIL

SATURDAY, SEPTEMBER 14, 1895.

## Entertainment.

**WILLIARD OPERA COMPANY.**

GRAND RE-OPENING NIGHT.

Tuesday, September 17.

## LA CIGALE.

Ex Plan at KELLY & WALSH, LTD.

PRICES AS USUAL.

Hongkong, September 13, 1895. 1698

## Notices to Consignees.

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

### NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID, SUZEE, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamer *Maria Teresa* having arrived, Consignees of Cargo are hereby informed that their Goods will be landed at their risk into the Godowns of HONGKONG and KOWLOON WHARF AND GODOWN CO., LTD., whence delivery may be obtained.

This Vessel brings on Cargo:—  
From SALVADOR, or s.s. *Julia*, transhipped at COLOMBO. From TRIESTE, ex s.s. *Impresario*, transhipped at ROMA. From VENICE, ex s.s. *Carlo*, transhipped at TRIESTE. From ODESSA, ex s.s. *Electra*, transhipped at PORT SAID. From ODESSA, ex s.s. *Eugenio*, transhipped at PORT SAID. From SMYRNA, ex s.s. *Ceres*, transhipped at PORT SAID.

Optional Cargo will go on to SINGAPORE unless notice to the contrary be given before NOON To-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before NOON on the 19TH INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 19th Instant will be subject to rent. Bills of Lading will be countersigned by

SANDER & CO., Agents.

Hongkong, September 13, 1895. 1696

## UNION LINE.

### NOTICE TO CONSIGNEES.

FROM HAMBURG AND STRAITS.

THE S.S. *Guindal*, Captain MacCormick, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 16th Inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1706

## PACIFIC MAIL STEAMSHIP COMPANY.

### NOTICE TO CONSIGNEES.

STEAMSHIP *EVANDALE*, FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, September 11, 1895. 1687

## To-day's Advertisements.

### SHIRE LINE OF STEAMERS.

### NOTICE TO CONSIGNEES.

S.S. MONMOUTHSHIRE, FROM HAMBURG, ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 3 p.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO., Agents.

Hongkong, September 14, 1895. 1705

## To-day's Advertisements.

IN THE SUPREME COURT OF HONGKONG.

### IN BANKRUPTCY.

In the Matter of  
WILLIAM HOWELL FORBES  
AND CHARLES ALFRED TOMES,  
Bankrupts.

NOTICE is hereby given that a MEETING OF CREDITORS OF WILLIAM HOWELL FORBES and CHARLES ALFRED TOMES will be held before the ACTING REGISTRAR of the said Court, on THURSDAY, the 29th day of SEPTEMBER, 1895, at 12 of the clock at NOON precisely, for the purpose of declaring a third Dividend. Creditors who have not yet proved must do so on or before the said 29th day of SEPTEMBER, 1895.

Dated this 11th day of SEPTEMBER, 1895.  
C. F. A. SANGSTER,  
Acting Registrar  
and Official Administrator.

### KIUNGCHOW DISTRICT.

LOCAL NOTICE TO MARINERS,  
No. 9.

### HOLLOW HARBOUR LIGHT.

NOTICE is hereby given that for the Present, and until Further Notice, the HOLLOW HARBOUR LIGHT should not be BELIED UPON.

C. J. FRICE,  
Acting Harbour Master.

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Approved :  
J. F. SCHÖNICKEN,  
Commissioner of Customs.  
Custom House,  
Kiuungchow, 11th September, 1895. 1703

### FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and ports on  
the YANTZEE.)

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. of the 16th Inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR CHEFOO AND TIENSIN.

The Steamship  
Captain SELLAR, will be  
despatched as above on  
TUESDAY, the 17th instant, at 4 p.m.

For Freight or Passage, apply to

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

### COMPANY, LIMITED.

### FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and ports on  
the YANTZEE.)

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 3 p.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR CHEFOO AND TIENSIN.

The Steamship  
Captain SELLAR, will be  
despatched as above on  
TUESDAY, the 17th instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and ports on  
the YANTZEE.)

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 3 p.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and ports on  
the YANTZEE.)

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 3 p.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and ports on  
the YANTZEE.)

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 3 p.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

### FOR SHANGHAI VIA SWATOW.

(Taking cargo & passengers at through rates  
for CHEFOO, TIENSIN, NEW-  
CHWANG, HANKOW and ports on  
the YANTZEE.)

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutang* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Inst., at 3 p.m. No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, September 14, 1895. 1710

### CHINA NAVIGATION COMPANY, LIMITED.

## THE CHINA MAIL.

**Empress of India** left Yokohama for Vancouver yesterday afternoon.

**The P. & O. Company's steamer Japan**, from China, arrived at London on the afternoon of the 13th inst.

**The M. M. Co.'s s.s. Oceanien** left Saigon to-day (Saturday), the 14th inst., at 6 a.m., for this port.

**PILSBURY** may be a second Morphy, but his opening games in the Hastings Tournament do not show the fire and genius of the dead master.

**The Empress of Japan** arrived at Shanghai at 8 a.m. to-day, and leaves again at 4.30 p.m. for Hongkong, where she may be expected to arrive about 7 a.m. on Tuesday next.

**The O. & O. s.s. Coptic**, with mails &c., left San Francisco for this port, via Honolulu, Yokohama and Nagasaki, on the 12th instant.

**The O. S. S. Co.'s s.s. Melelaus** left Singapore yesterday morning, and may be expected here on or about the 10th inst.

**VESSELS IN THE DOCKS**—At **Kowloon**—Helene Rickmers, Haitan, Lekin, Cassius, Cosmopolitan—Chun Shan, Poiyang, Ashdown.

Aberdeen.—(none.)

On Sunday morning, between 9 and 10.30 o'clock, the steam-launch *Dayspring*, carrying the British flag, will call alongside any vessel hoisting code pennant C., to convey men ashore to 11 a.m. services at St. Peter's (Seamen's) Church, returning about 12.30.

Under the heading 'Music in Oxford,' the *Musical Times* of 1st August states that only one absolute novelty was produced, namely, a very taking choral piece called 'Woods that Wave o'er Daphni's Sleep,' by De Saenger, which received a good rendering at Queen's College, and was much applauded.

On examination lately it was discovered that over 250 pipes in the Union Church organ had been studded up by wasps in the chrysalis stage. Needless to state the nests were dislodged and noises served upon the parent wasps prohibiting future colonisation of the organ. We did not know before that wasps were musical.

We have received a letter which would no doubt be interesting if it were legible enough to read if we had leisure to decipher it. As it is a press copy of a letter sent to our morning contemporary, the shareholders of the Douglas S. S. Co., to which the letter evidently refers, will have an opportunity of reading it next week.

A clever capture of smuggled opium was made at Bangkok the other day. Two sailors from the *Phra Chula Chom Kao* were observed to leave the ship at Messrs Markwald's rice mill, and were stopped and searched. The Opium Inspector's efforts were rewarded by finding nine tins of opium cleverly concealed on the men, between their armpits and thighs. The men were arrested and taken to the British Consulate.

The *Bromington* case was decided by the Aising Fuijan Judge this morning. The captain had been sued by a Chinese firm for non-delivery of a quantity of sugar shipped in Java for Hongkong, and valued at \$900. The defendant is replyed that the sugar was duly brought here, but it was in defective bags, as noticed and recorded at time of shipment, and so most of it leaked and settled into the bottom of the hold, where plaintiff was at liberty to help himself to it. Judgment for defendant with costs.

It would interest the Postal Union (says the *Siam Free Press*) to know of the devices resorted to by some countries in order to drive the proverbial oil through the clause of the international postal agreement in which it was provided that all union countries should charge a uniform rate of postage. Hongkong and Singapore, on the score of depression, have to some extent broken faith by raising their rates of postage, but Siam beats them all hollow by demanding 14 annas for postal cards of the face value of 1 anna.

**THE Standard's Special Correspondent** on board H.M.S. *Alexandra* at the Naval Manoeuvres mentions the dismemberment of the *Hazard* in a manner which recalls the breakdown of the cruiser *Undisputed* shortly after her arrival on the China Station. The Correspondent states that the *Hazard's* engines were permanently disabled, but more likely he meant temporarily. The piston-rods of the low-pressure cylinders of both engines were bent, and the starboard engine had to be fitted with the spar rod on board to enable the *Hazard* to steam from Lough Swilly to Plymouth.

A Singapore paper complains that a member of the Legislative Council has been risking a speech of fifty minutes duration, which would take over five columns to report strictly verbatim; and we can safely say that no speech is worth all that, in these small Eastern communities at any rate. It is very certain that the most exceptional speakers read so well if reported word for word. We have known public orators who have been quite shut-up by being reported too accurately. Neither speakers nor readers realise the advantage of having unwieldy slabs of solid rhetoric pruned down, shaped intelligibly, and reduced to acceptable dimensions.

## SPORT AND ANECDOTE.

BY A REVENUE COLLECTOR.

There is more sport in hunting after contributions to the revenue than one would think, especially in a place like Hongkong. I remember, long, long ago—dear me, how long it is! and how time does fly!—it must be a year ago, when China and Japan had just got to war, we had a lot of fun collecting light-dues out of some Chinese ships. First of all there was the *Cass*, which came just before the Hongkong Government published its neutrality proclamation, and the Harbour Master (Captain Rumsey) managed to make a clumsy mess of the thing and let the *Cass* get away without paying. She came through the waters of the Colony several times later, and never paid light dues; but there was a change at the Harbour Office, and the *Cass* went once too often into the mouth's mouth. The way of it was this:

The steamer had been within British waters, I think, five times, and there was a bill against her for 370 and a few odd cents for light dues. Her run was mostly between Canton and Formosa, carrying 'braves' who were not brave, and arms that they couldn't fight with, even if they had wanted to fight. That, however, didn't matter to Captain Jensen; all he had to do with it was to run the ship, and it was good business for him as long as he could avoid the Kowshing process, which he did. This time he lay off Kowloon City, within sight of the Chinese fort, secure enough as long as no danger came. But there was danger coming nearer all the time. The Acting Harbour Master had, like any Britisher, felt nettled at being cheated of his (or rather 'the Colony's') dues so often by a blousy Dutchman under a Chinese flag, and made up his mind to collect that outstanding bill one way or another. So he went out, with six policemen (being himself also Police Superintendent) and the water-police carpenter, in case of need. Going at daybreak, he caught the *Cass* people napping. Captain Jensen tumbled out, and asked 'what happy circumstance he was indebted to for the honour of this early call.'

'Just called about your little bill, if you don't mind.'

'Bill? What bill?'

'Light dues, seventy dollars and 'steen cents,' or words to that effect.'

'Thanks—not taking any this trip—call again next year, please.'

'No, you don't, this time. Here are the dates of your various passages through British waters, and copy of the regulations under which you have to pay.'

'But this ship is exempt, as being a transport of the Chinese Government.'

'M'yea, then will you please show your commission from the King, or some such authority?'

'No have got.'

'If you are on military service, where are your uniforms?'

'No have got.'

'Did you call on the Commodore, or salute the Port, or establish your position in any way?'

'No.'

'Then we must trouble you to pay up.'

'Oh, well, if we must, we must. Come into the cabin and sit down for a minute. Make yourself at home. Hang up your hat and put your feet on the mantelpiece. Have a drink.'

'Thanks, but we must not stay—Christmas is coming and there are only four or five years more to this century—in the money coming soon?'

'Don't hurry; let's talk it over amicably.'

'What we want is money, not talk. Pay up and let us go being.'

'Don't rush away, we are just beginning to like you. Talk the thing over a bit; for one thing, we are not in British waters now at all, so you can't claim for this time.'

Maps and bearings shown; British waters are enough.

'Now, suppose we don't pay?'

'Then here is the carpenter to remove your compasses and some of your engine gear so that you can't go away, and we will bring a force and seize the ship.'

'Dear me, how annoying! But I only suggested it joke.'

'Well, are you going to pay up? The sun is high in the morning sky, I must away, I cannot stay, so shut your gash and produce the cash,' and 'no extra charge for the poetry.'

'Say twenty dollars and call it square.'

'Seventy dollars 'steen cents.'

'But that is an overcharge; call it fifty and we won't argue.'

'Seventy dollars 'steen cents.'

'But you know we are being victimised; you might make a bit of a reduction.'

'Not a red.'

'Oh, ab, well, all right then; if you are so particular—here's the severity, and never mind the odd copper.'

'Sorry to spoil a good ship for 'steen cents—here, Mr Chips! Turn on your ownswear.'

'No, no! Let the gear alone and we will pay the blank blank bill. Whistle your carpenter off our engines, please, and take your silly lures.'

British Government wins; time, two hours and forty minutes.

Another time there was a bust after the old *Fiction*, which provided good sport. She was sold to Chang Chia Tung for troops' service, and got into Hongkong waters again, and was at once boarded by other Harbour Office people with a 'little bill.'

'But we are a troophip, and don't have to pay.'

'Duno' nothing about no troophips, this is our bill for light-dues and you have to pay.'

## Haven't any money in the ship.'

'All right, we'll take the ship then.'

'Great Scott, how is the war to go on without us?'

'Let it rip! We stay here till we get the bill paid.'

'Oh, give us a chance! We never intended getting into British waters—thought this was outside, so you might let us go this time.'

'Not this evenin', s'mother evenin.'

The bill was about ten dollars, and they had to pass round the hat all over the ship. The subscription list was something like this:

Cook, \$1; Captain bold, 25s.; mate of the blooming brig, \$3; midshipman, 3s.; bos'n tight, sundry hotel chits; and the crew of the captain's gig made up the rest.

## REUTER'S TELEGRAMS.

[SUBMITTED TO THE 'CHINA MAIL.]

LONDON, September 12, 1895.

## CHANCE OF AMBASSADORS.

Sir E. F. Lascelles, the present Ambassador at St. Petersburg, succeeded the Right Hon. Sir E. B. Malet as Minister at Berlin. Sir N. R. O'Connor, the present Ambassador at Pekin, replaces Sir F. C. Lascelles at St. Petersburg.

## VISIT OF THE GERMAN CHANCELLOR TO RUSSIA.

The *Czar* of Russia has received the German Chancellor in the most gracious manner and has accorded him a prolonged interview.

(From *Turkish Papers*.)

## RIOT AT BOMBAY.

PARS, 4th September.

At Bombay a collision has occurred between the Hindus and Mussulmen. The police killed ten Mussulmen and wounded fifty.

## JAPAN AND THE LIAOTUNG PENINSULA.

PARS, 5th September.

Japan agrees to accept a reduction in the indemnity. The Liaotung Peninsula will shortly be evacuated.

The Standard of August 8 contains the following items with reference to the Kowshing massacre:

A telegram was received yesterday morning from the Governor of Hongkong, stating that great indignation prevailed at the brutal murder of eight ladies and two men, and that a public meeting of indignation had been held. Inquiry at the Colonial Office last evening showed that a further telegram had been received in reference to the murders, confirming information already to hand, but adding nothing to the fact. It appears that when Sir William Robinson, Governor of Hongkong, telegraphed to Mr Chamberlain on Monday, the Colonial Secretary immediately replied, asking to be kept informed, in response to which Sir William telegraphed this morning:—"Eight ladies and two males brutally murdered; great indignation; public meeting." The reason why the Governor of Hongkong, which is a long way from the scene of the outrage, should be keeping the Colonial Secretary informed of the details of the crime, and also why its population has held an indignation meeting, is probably to be found in the fact that Hongkong is the only bit of British territory in China, that is the residence of Bishop Burdon, who is the local head of the Missionary movement in China, and that the place has a very large number of denominational schools with no less than ten Missionary Societies. It seems clear that Sir William Robinson obtains his information from Missionary sources, for his messages have been replete of those received by the Church Missionary Society, and the earliest of them commences "The Bishop informs me."

"No have got."

"If you are on military service, where are your uniforms?"

"You have got."

"Did you call on the Commodore, or salute the Port, or establish your position in any way?"

"No."

"Then we must trouble you to pay up."

"Oh, well, if we must, we must. Come into the cabin and sit down for a minute. Make yourself at home. Hang up your hat and put your feet on the mantelpiece. Have a drink."

"Thanks, but we must not stay—Christmas is coming and there are only four or five years more to this century—in the money coming soon?"

"Don't hurry; let's talk it over amicably."

"What we want is money, not talk. Pay up and let us go being."

"Don't rush away, we are just beginning to like you. Talk the thing over a bit; for one thing, we are not in British waters now at all, so you can't claim for this time."

Maps and bearings shown; British waters are enough.

"Now, suppose we don't pay?"

"Then here is the carpenter to remove your compasses and some of your engine gear so that you can't go away, and we will bring a force and seize the ship."

"Dear me, how annoying! But I only suggested it joke."

"Well, are you going to pay up? The sun is high in the morning sky, I must away, I cannot stay, so shut your gash and produce the cash," and "no extra charge for the poetry."

"Say twenty dollars and call it square."

"Seventy dollars 'steen cents."

"But that is an overcharge; call it fifty and we won't argue."

"Seventy dollars 'steen cents."

"But you know we are being victimised; you might make a bit of a reduction."

"Not a red."

"Oh, ab, well, all right then; if you are so particular—here's the severity, and never mind the odd copper."

"Sorry to spoil a good ship for 'steen cents—here, Mr Chips! Turn on your ownswear."

"No, no! Let the gear alone and we will pay the blank blank bill. Whistle your carpenter off our engines, please, and take your silly lures."

British Government wins; time, two hours and forty minutes.

Another time there was a bust after the old *Fiction*, which provided good sport. She was sold to Chang Chia Tung for troops' service, and got into Hongkong waters again, and was at once boarded by other Harbour Office people with a 'little bill.'

"But we are a troophip, and don't have to pay."

"Duno' nothing about no troophips, this is our bill for light-dues and you have to pay."

British Government wins; time, two hours and forty minutes.

Another time there was a bust after the old *Fiction*, which provided good sport. She was sold to Chang Chia Tung for troops' service, and got into Hongkong waters again, and was at once boarded by other Harbour Office people with a 'little bill.'

"But we are a troophip, and don't have to pay."

"Duno' nothing about no troophips, this is our bill for light-dues and you have to pay."

British Government wins; time, two hours and forty minutes.

Another time there was a bust after the old *Fiction*, which provided good sport. She was sold to Chang Chia Tung for troops' service, and got into Hongkong waters again, and was at once boarded by other Harbour Office people with a 'little bill.'

"But we are a troophip, and don't have to pay."

